



PROVINCE OF MANITOBA

MANITOBA

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**A Few of the  
Things Recently  
Written on  
the Subject of**

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# **Le Pas**

**and the**

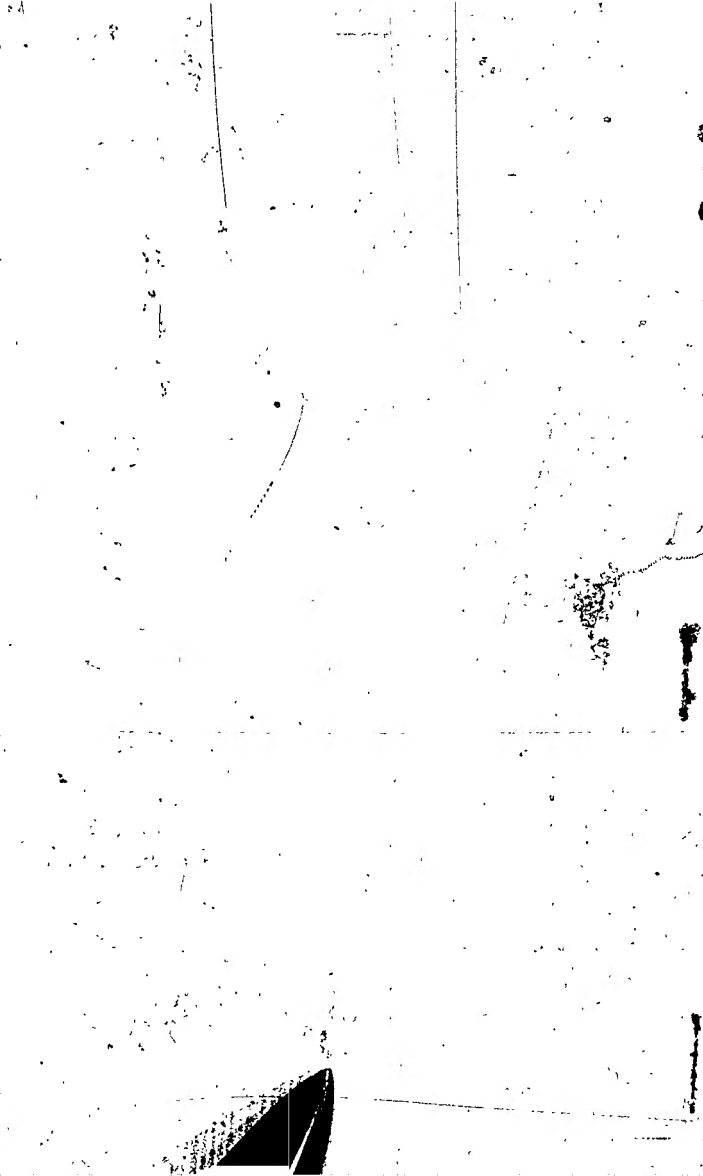
## **Hudson Bay Road**

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Printed and Published  
by the  
Hudson's Bay Herald  
Le Pas, Man.

1912





## PREFACE

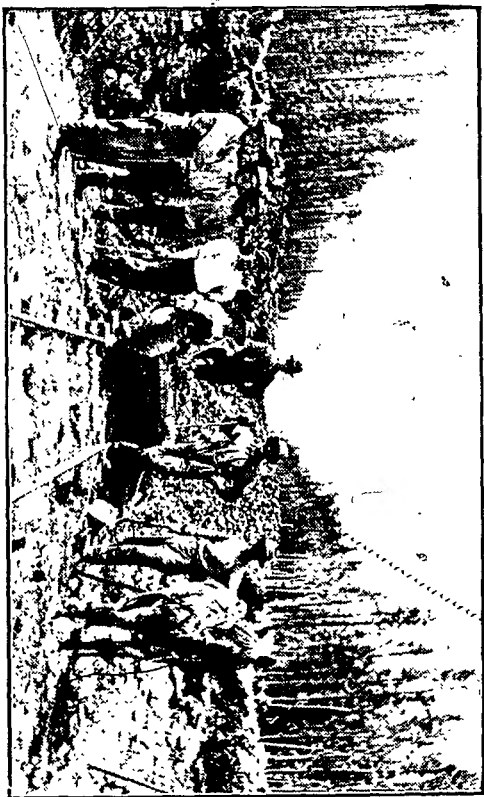
**T**hat the long hoped-for connection with Hudson Bay is nearing realization is evidenced by the fact that a newspaper is now being published at Le Pas, Man. This latest addition to the number of Western weeklies is a well printed and enterprising weekly, and it will doubtless play an important part in the development of the coming railway centre in which it is published.—Yorkton Enterprise, Dec., 1911.



You will be able to hear it in next week's British News of Canada—the Voice of Le Pas, the infant Manitoban—Cree, French and English. Next week you will be able to watch the cradle of a city, and hear the youngster holler.—The British News of Canada, Montreal, Toronto, introducing an article on Le Pas.

## Where Is Le Pas?

**Le Pas** is located at the junction of the main Saskatchewan River and the Pas River, and only a few miles below the point where the Carrot River enters the main Saskatchewan. Ever since 1741, when it was discovered by Chevalier La Verendrye, it has been a trading post of some importance for the different white people who have succeeded one another in the fur trade with the Indians; the latter themselves, from time immemorial, used it as a stopping place on their way to the Bay in their dealings with the Hudson's Bay Company. Its location at the junction of practically three rivers, and at the point where all water-courses from the north gather into a main stream, make it a geographical point of almost unparalleled strategic importance. This fact was fully recognized when the Canadian Government undertook to build the Hudson Bay Railway. The old Indian camping place is thus at last coming into its own by leaps and bounds. It will soon claim its place among the cities of Western Canada.—Winnipeg Telegram, May 4, 1912.



Construction Work on the Hudson Bay Railroad

## Special Advantages—

**Le Pas** is one of Canada's coming cities, for within a very short time a new line of glistening steel will connect this point with Hudson Bay. To-day the Peace River country is on the eve of its development; to-morrow, as a new province, it will be sending its wheat to European markets by the cheapest and shortest route. And what is that route? Beyond all doubt, it is by way of the Saskatchewan River and Hudson Bay. The expenditure of a few million dollars would make the river navigable as far as Le Pas, where waiting trains would whisk the golden grain away to the holds of trans-Atlantic steamships. This is not a dream, but a prophecy.—W. Everard Edmonds, in the Canadian Magazine.

"I was greatly struck in Le Pas by the extreme beauty of the site, and its natural advantages as a strategic point in the development of the country. The point of intersection between the railway to the north and the tremendous natural highway afforded by the Saskatchewan River, Le Pas is bound to be the commercial focus of a very wide territory and its centre of control. The city seems to me to possess not only a beautiful site, but one of great convenience for the laying out of a town."—D. B. Bogle, in the Hudson's Bay Herald.

Le Pas is the point where the Saskatchewan River comes nearest to Port Nelson. Four hundred and ten

miles of railway links with the ocean this mighty, navigable stream, which drains three-quarter of the Western prairie.—Hudson's Bay Herald.

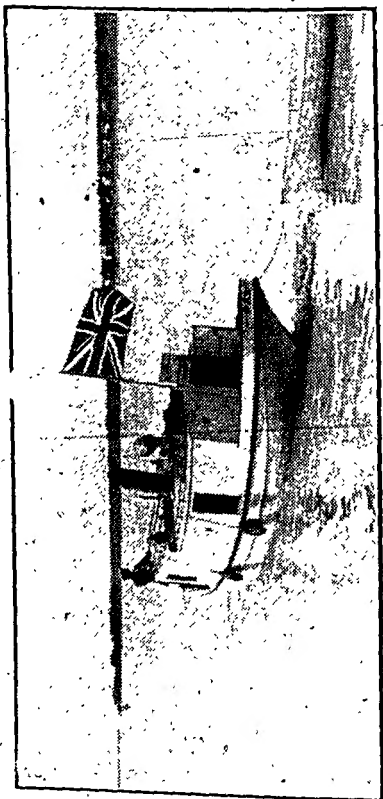
I.e. Pas bears the same relation to Port Nelson and Fort Churchill as Winnipeg does to Port Arthur and Fort William, plus the fact that once on the Bay no further transshipment is required.—Hudson's Bay Herald.

Port Nelson is closer to the markets of the world than New York:—Hudson's Bay Herald.

The route will pass to the north of Ireland, and the distance from Liverpool to Port Nelson, as measured on a mercator's projection, is 3,200 miles, against 3,007 from Montreal to Liverpool.—Chief H. B. Ry. Engineer Armstrong.







Ross Navigation Company's Boat "Le Pns," on the Mighty Saskatchewan

## Activity, Spring and Summer, 1912

**Carpenters** are at a premium here at the present time. Building on every side is being rushed. Dwellings, as well as business houses, are in course of construction every day. The snow is all gone, and the ground is rapidly thawing and drying out, which permits of easy excavation and quicker work.—Hudson's Bay Herald, April 25, 1912.

No better example of the activity at Le Pas can be seen than what is going on at present at and about Finger's big mill. Although all the electric light machinery is not yet on the ground, the posts have been erected, and the wire connections made from the saw-mill to Mr. Jacobson's house in Block I. Tinsmiths are busy at the immense blower from the planing-mill to the saw-mill, and on Monday afternoon the beautiful machinery of the planing-mill was set in motion.

Lumber is piling up rapidly in the yard as a result of the three-logs-a-minute sawing being done at the mill. Ten barrels of machine oil are used in a week. The company are busy otherwise, building a road along the eastern end of the townsite from First street to Third street, erecting timber, loading platforms, draining their yards, putting in water works, completing boats, hauling logs, etc. A peripatation to Fingerville sets one thinking that in this big undertaking alone there is enough to make a good-sized city of Le Pas.—Hudson's Bay Herald.

A company with a \$250,000 capital, called the "Le Pas Development Co.," is being formed in Winnipeg.—Hudson's Bay Herald.

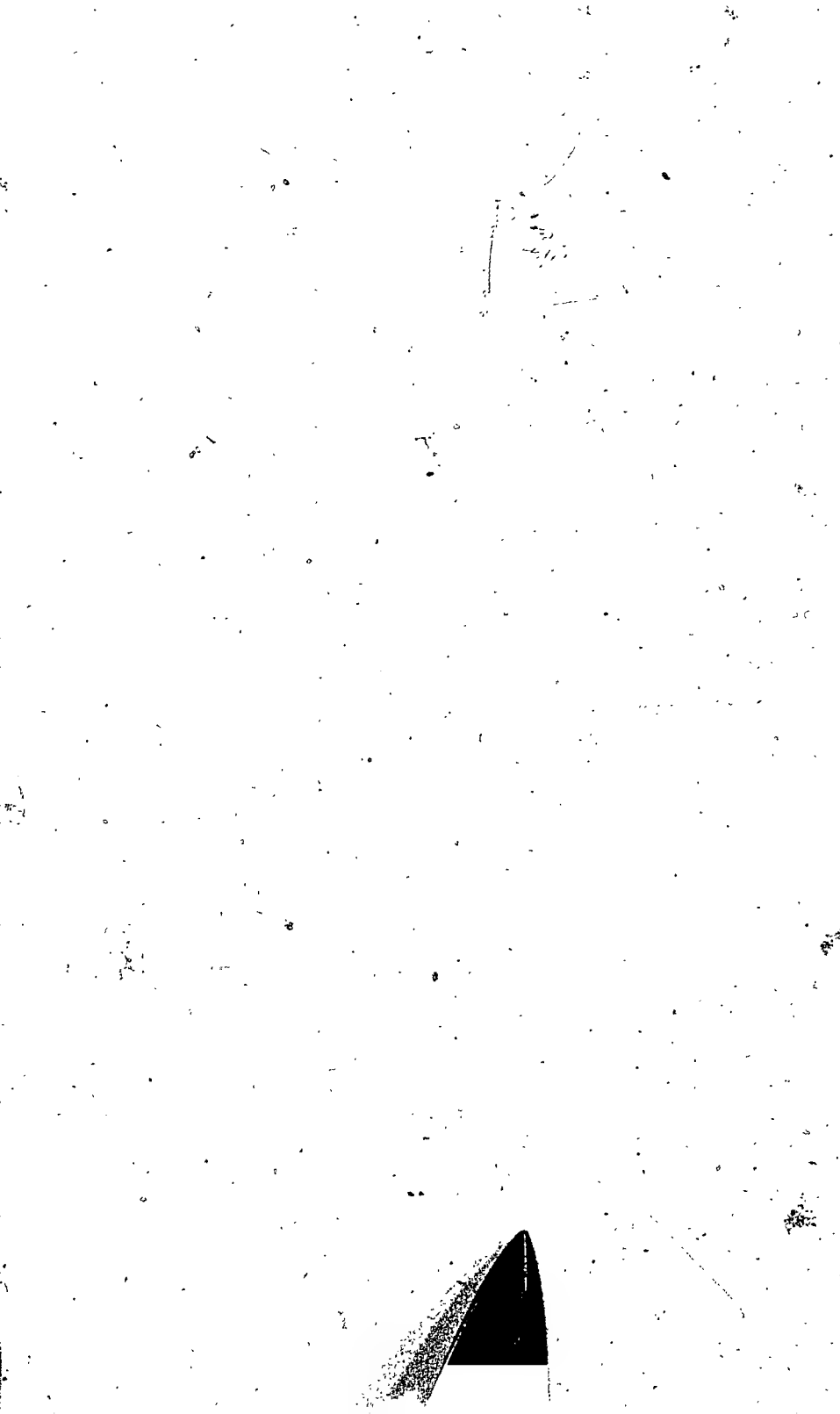
The Hudson Bay Railway is going "full steam ahead," and Le Pas citizens wear a broad smile.—Hudson's Bay Herald.

Mr. Armstrong has found the work on the road progressing very satisfactorily, and he states that once completed the line will be a beautiful one. He also reports that the steel superstructure for the huge bridge across the Saskatchewan is now ready, and will be placed in position on the piers before Christmas. A twelve-foot traffic annex on each side is part of the structure.—Hudson's Bay Herald.

The imperative order from Ottawa that the "Road to the Bay" be rushed "full steam ahead" from Le Pas, is being carried out, not only to the letter, but in the Canadian spirit of accomplishment that built the C. P. R. across the continent in record time, while the croakers croaked and critics carped that what is to-day "the greatest railway in the world," with a bulging treasury and thirty-five millions of cold cash in its strong box, "would not pay for its axle grease."

The Manufacturers' Association of Canada has spoken: "The development of Western Canada must not be stopped by grain blockades." Hon. Frank Cochrane, Minister of Railways, has ordered "full steam ahead"; Contractor McMillan has responded by having over 450 men at work on the road to the Bay, with a steam launch to transport men and supplies to the 150-mile post; while the increase of wheat acreage has already grown to the enormous total of over twelve million acres, and the possible production

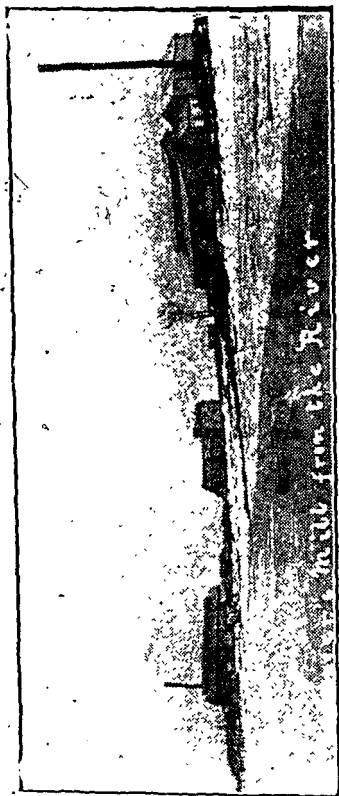




of the Canadian West to a quarter of a billion bushels this year.

That the road to the Bay will be opened for traffic by November, 1913, which is the aim set at Ottawa, now appears to be well within range of Canadian accomplishment.—Hudson's Bay Herald.





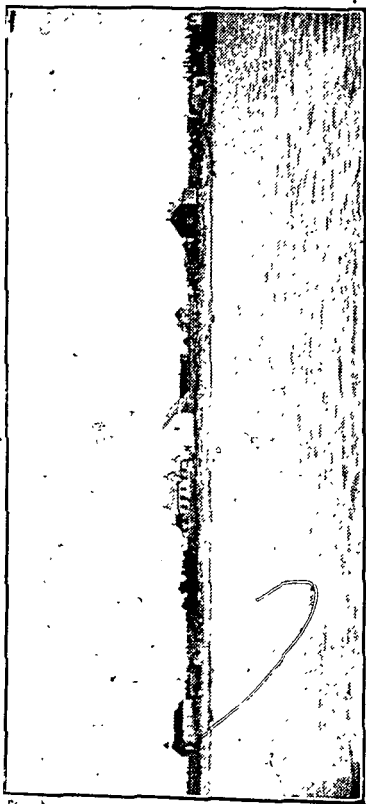
## About Finger's Big Mill

**The Engine** is 600 (actual) horse-power, full stroke, valve gear, theoretically 1,200 horse-power. The two large fly-wheels are 16 feet in diameter, and 26 inches in width. Five boilers of 175 horse-power each, equipped with Dutch ovens, are automatically supplied with saw-dust and waste from the mill, which is burned. No other fuel is necessary.—Hudson's Bay Herald.

The capacity of the mill is 125,000 feet per ten-hour day. The drying yards in connection with the mill occupy 480 acres of land. The beams of the upper storey are of one piece, the whole width of the building, 60 feet, and are 12 inches square. The mill is equipped with gang-saw machinery, gang-sawed lumber being recognized as the best that can be manufactured. No lumber is sawed in the log-mill less than two inches in thickness. Afterwards, in the planing-mill, the lumber is reduced to any desired thickness. Waste-eliminating band-saws are to be added this spring. These saws cut a much narrower gash than the gang or circular saw. They will save one inch in every eight cuts.—Hudson's Bay Herald.







A View of a Section of Le Pas from the River

## Railways and Navigation

**Hon. Frank Cochrane** was cheered by the Western members on both sides of the House when he announced that he had issued orders to resume work on the Hudson Bay road, and that the line to the Bay would be completed as soon as possible.—Hudson's Bay Herald.

Equipment for thirty-two trains per day means the providing of 108 train crews, 150 telegraphers, 54 gangs of section men, besides shop men, round-house men, superintendents and train yard-masters.—Chief H. B. R. Engineer Armstrong.

The announcement of the following C.N.R. charters being applied for in Saskatchewan is of special interest to Le Pas: From a point at or near Craven, in a generally north-easterly direction, to a point at or near Hudson Bay Junction, with a branch from a point thereon to a point on the Rosburn branch of the Canadian Northern Railway east of Yorkton. From a point at or near Humboldt westerly to a point at or near Saskatoon. From a point at or near Hudson Bay Junction, southerly to a point on the Brandon-Regina line of the Canadian Northern Railway, west of Maryfield. The ultimate result of the construction of these lines will be that Le Pas will be connected directly with all the main cities of Saskatchewan.—Hudson's Bay Herald.

The Canadian Northern Saskatchewan Railway Co. is the name of the enterprising new railway company which is to connect Le Pas over the C. N. R. with all most important cities in Saskatchewan. It is expected to start operations this spring.—Hudson's Bay Herald.

At Le Pas it is thought that as soon as the road is completed to the Bay, it will be found necessary to double-track it in order to take care of the volume of local and grain business which the line will handle. For the terminus on the Bay, Port Nelson is favored on account of the great saving in the construction of road. The ground slopes evenly and gradually all the way down to the town.—Winnipeg Telegram, May 4, 1912.

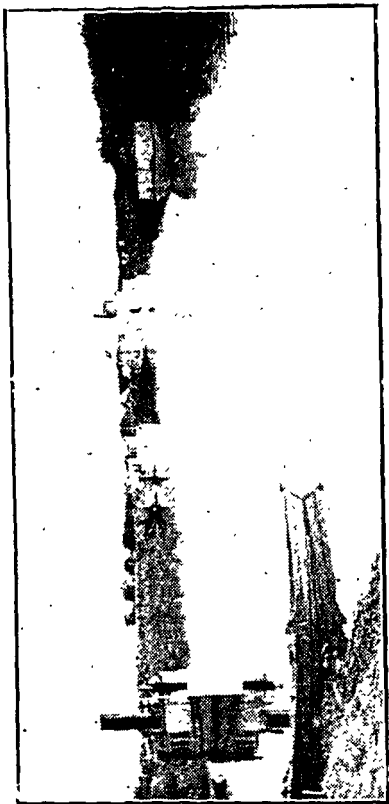
An estimate of the Department of Public Works shows that the Saskatchewan can be made navigable from Prince Albert to this town for \$1,500,000.—Hudson's Bay Herald.

After giving a short history of the struggles between the English Adventurers and French Settlers of Canada, for the possession of the territory lying around Hudson Bay, the "Courrier de l'Ouest" concludes with the following remarks: "These far off shores which, afterwards, had been abandoned to the fur trappers, shall open to the commerce of the world, to civilization perhaps, and probably to industrial undertakings. Fort Nelson shall become the terminus of the Hudson Bay road and the steamers, loaded with the wheat of our Western prairies, will plow the waters" (of the Bay).—Hudson's Bay Herald.

According to Captain Bernier, the well-known Canadian explorer, the Hudson Bay and Straits are

open to navigation the year round. With wireless stations established so that ships could be directed in their course, the Hudson Bay ports would soon rank amongst the most important on the continent, owing to the very appreciable difference in the distance to Europe compared with other ports.—Hudson's Bay Herald.





Pas River and Hudson's Bay Company Dock

## Resources

**A**fter a few more years inflow of immigration at the present rate, Canada's future expansion as an agricultural, lumbering, mining and industrial country will depend upon the exploitation of the natural resources of the Dominion's vast unexplored Northland.—Introduction to the New North-West, Senate Report of 1907.

It would seem that after the Saskatchewan is spanned at Le Pas, the construction of a line of railway to the Bay would not be unusually difficult or expensive, and from the reports it would appear that there are in the intervening country waters replete with fish, that in a part of it wheat has been grown, and vegetation commonly thrives.

The country has only been glanced at by explorers. Scarcely any real prospecting has been done. Yet there is good evidence of immense deposits of manganiferous iron, there are important showings of copper and other minerals, and there are traces of coal. Merchantable timber has been seen and vast stretches of pulpwood.—Mr. J. A. McKenna's conclusions on the Hudson Bay country.

The resources of Manitoba's new territory are numerous and of a wealth that no imagination can adequately picture to itself. Its rivers and lakes are teeming with fish, and already large shipments are

made every winter to Chicago and New York. Minerals have been found, although very little prospecting has been done. Waterfalls, representing millions of horse-power, abound, making the establishment of pulp and paper mills and other industries a certainty of the future. Limestone in beds exists in considerable quantity, and in the Bay marble can be obtained. Furs are yet abundant, each year thousands of dollars' worth going through the different business places of Le Pas, or through the small trading-posts scattered all over the vast unexplored region to the north.—Hudson's Bay Herald.

Limestone occurs in the southern portion of the line, a short distance from Le Pas, in unlimited quantities favorable for quarrying, and will probably prove the future source of supply for the greater part of the provinces of Saskatchewan and Manitoba.—Chief H. B. Ky. Engineer Armstrong.

An idea of the importance of the fish trade at Le Pas can be gathered from the fact that one firm is spending \$500 in opening up a winter road 52 miles, to bring to market the fish which is piled up awaiting transportation.—Hudson's Bay Herald.

According to Robt. Bell, of the Geological Survey of Canada, Capt. Bernier and others, the Hudson and James Bays, with the exception of about half a mile along the shores, are open all winter. Numerous rivers in the Ungava district, on the banks of which there are important forests, flow into James Bay. Minerals of all kinds exist in that part of the Northwest Territories. Furs and fish in the country between the Bays and the Atlantic Ocean are plentiful. As soon as the Hudson Bay Railway is built, there should

An Old Time Freighter—"York" Boat





be enough traffic on the Bays to warrant the operation of a double track from Port Nelson to this town from the beginning.—Hudson's Bay Herald.

Fresh fish can be laid down in twenty-four hours at all the main centres in Manitoba and Saskatchewan.—Chief H. B. Ry, Engineer Armstrong.

“Later I called on Mr. Robert Kerr, of the Armstrong Trading Company. Mr. Kerr thinks that about two hundred thousand dollars represents the value of the furs brought to Le Pas last year. The possibilities of the fish trade are unlimited. His company shipped eleven cars this season.”—J. L. Willis, in the Toronto News.

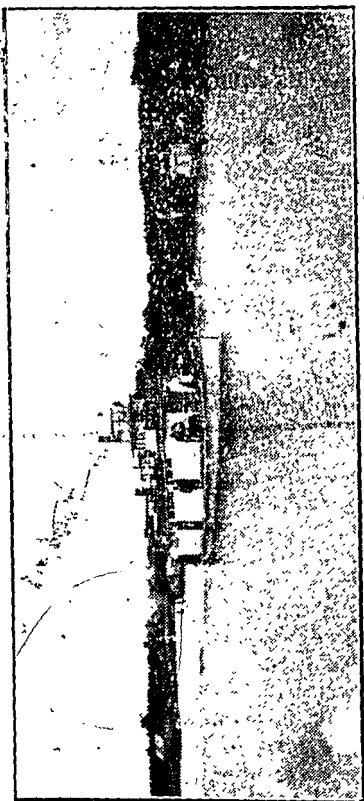


## Agricultural Possibilities

**A**t the inland Hudson Bay ports all kinds of grain and vegetables have been grown successfully for years. Chief H. B. Ry. Engineer Armstrong.

A Government report shows that there are six million acres of a clay belt north of Le Pas. The Government will therefore be justified in building the Hudson Bay road, even if for colonization purposes alone.—Hudson's Bay Herald.

There is a very large area immediately adjoining the Saskatchewan River, from a little this side of Prince Albert clear down to the mouth of the river, of very swampy land. In fact, for a long time they thought they could not build a railway into Le Pas on that account. It occurred to Mr. McInnes going down that stretch of country that the only thing that has prevented the Saskatchewan draining this area is the occurrence at the mouth of the Saskatchewan of what is known as the Grand Rapids, with a fall of 100 feet. This fall is in length a distance of about three and one-half miles, or thereabouts, and Mr. McInnes suggested that there was a possibility that these marshes might be done away with by blasting out the rock, thus increasing the speed of the river, lowering the basin of the Saskatchewan, and draining that swampy country. It would bring into cultivation a great many square miles of as fine land as could possibly be



On the Saskatchewan

found. It is all alluvial soil of the best possible character.—Evidence of Wm. McInnes, M. A., geologist, of Geological Survey, given before the Select Committee, Feb. 20, 1907.

When it will have become possible to control the waters of the River Saskatchewan so as to drain the lowlands extending in all directions around Le Pas, one of the most beautiful and richest farming districts will be open to settlement, in which the grain will ripen rapidly during the long, warm days of the northern summer. Millions of dollars will be required for this work, but millions of acres will thereby be reclaimed, repaying in a very short time many times over the expenditure which will have been made. In a comparatively short time Le Pas is destined to have one of the greatest agricultural districts in the West, necessitating the erection of many elevators in addition to the immense terminals that its position at the head of the Hudson Bay Railway will naturally cause to be built.—Hudson's Bay Herald.

Although these lands (near the Bay) may require more or less improvement in the way of clearing and drainage, the fact that they are situated within a few hours run of an ocean port, may give them a value not hitherto thought of, and may cause a more rapid settlement than expected.—Chief H. B. Ry. Engineer Armstrong.

There are millions of northern Europeans to-day who would deem it a fortune if the head of each family and every 18-year old boy were given a quarter section of the land which extends between here and the Bay as free homes for agricultural purposes. Compared to the land which they are now working, hav-

ing to dig through from six inches to six feet of moss before they can get any soil at all, the removal of a few trees and a few inches of moss here would appear very light work indeed. The opening of the Bay will cause the settling of the Northland by this class of farmers, and there is room for them all.—Hudson's Bay Herald.

The reclaiming of the territory extending to the Pas Mountain would give Le Pas an important grain market in addition to the fur, fish and lumber markets that it already has, existing or assured.—Hudson's Bay Herald.

The land which would be brought into cultivation by the lowering of the Saskatchewan River is all alluvial land of the best quality.—Hudson's Bay Herald.

In the expectation that the C. P., C. N., G. T. P. and the Saskatoon Hudson's Bay railroads will build lines from Saskatoon to Le Pas in the near future, the Lusk Land Co., of St. Paul, who have been sending settlers to the Kindersley district during the past few years, will now direct their attention and efforts to the Carrot River district. And so, at last, the country in which the first farming of the North-West was done, by Mr. de la Corne, in 1754, will come into its own, and see thousands of settlers take advantage of the innumerable advantages of its beautiful and most productive lands.—Hudson's Bay Herald.

## Climate

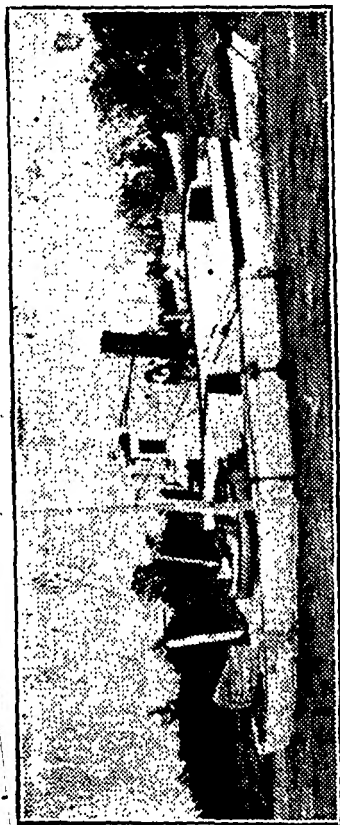
**Vegetation** matures wonderfully quick in northern latitudes, owing to the very long days during the growth season.—Introduction to the New North-West, Senate Report of 1907.

A study of the records of the meteorological office indicates that the climate is quite as favorable for farming operations as that of Prince Albert.—Chief H. B. Ry. Engineer Armstrong.

Sixty-six degrees below zero is reported from Minnesota. Fifty-four is the most that has been reported from Le Pas.—Hudson's Bay Herald, Winter of 1911-1912.

The ice on the Summerberry River, which one has to cross to go to Le Pas, is thick enough for dog trains, but hardly thick enough for horses and heavy sleighs.—Hudson's Bay Herald, Dec., 1911.

According to comparisons made between the summer's temperature along the Hudson Bay road and those of Minnedosa and Brandon, this country is conspicuously the warmest.—Hudson's Bay Herald.



After Much Service, Laid to Rest in The Pas River

## Conclusion

**T**he opening of the Hudson's Bay will mean that European immigrants will no longer be assailed by U. S. immigration agents at ports of entry, as they are at present, and therefore the work of Canadian immigration agents in Europe will not be impaired.—Hudson's Bay Herald.

With the farmers of Western Canada receiving the endorsement of the manufacturers of Eastern Canada, and a progressive government understanding the situation thoroughly, the Hudson Bay Railroad becomes an assured fact, and the future of Le-Pas, necessarily ~~linked to the construction of the line, a double~~ barreled certainty."—Hudson's Bay Herald.

